

CATFISH SQUADRON

EAA CHAPTER 797



Live Oak, Florida



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Chapter 797 Meeting

Saturday January 31st

The monthly meeting (on the last Saturday) will be held at the Suwannee County Airport at our EAA Chapter Building at approx. **10:30AM**. Pot Luck Brunch will be at 10:00AM. All of our members are asked to bring a dish to share with everyone. [Program](#)



EAA 797 Morning Fly-In

The LAST Saturday of the month

January 31st

Free coffee and doughnuts

8:00-10:00 AM

My How Things Have Changed

By Allen Rice

Seems like just yesterday, I was a young married guy who had a dream to fly. When I was 27, I acted on that dream and went out to the Boca Airport which was nothing more than a left-over WWII runway with no taxiway and a small broken up ramp. There was an old construction trailer on-site that they called the FBO but only the local mechanic was present at any time. If you had to go to the bathroom, you had to go home. My flight instructor worked out of his car. I remember that he was one of the first to purchase a 'Bomar Brain', the bulky hand-held calculator with the tiny red numbers that you couldn't see in the sunlight.

After taking a 10 week night time ground school class with 30 other wannabe pilots at the local elementary school, I was well along in my flight training. So, after 40 hours of steep turns, stalls, cross country, night flying, instrument, and unusual attitudes, my instructor signed me off and I took my little logbook to the GADO office at Opa-Locka Airport for my checkride. If I might digress here, most of you readers may remember that back in the 1970's there was no airspace system as there is today. Flying into Miami Class B by a student pilot was not a problem but it did require a little skill following directions from ATC. The approach went something like this: 'N822AB report over the Golden Glades' (the big intersection where the Turnpike, I-95, and the Palmetto Expressway all crash together), 'N822AB turn west for 2 miles', 'N822AB turn base for runway 9 left immediately, full flaps and slip it in for a very short final right now, avoid traffic on base for 9 right, you have 2 aircraft following you closely'. Somehow all of us student pilots managed this approach

My How Things Have Changed

continued

and we didn't even have to repeat anything back to ATC. Good, practical training was the emphasis back then.

Once on the ground, the FAA examiner glanced at my logbook for all of 2 seconds just to see that my total hours met the minimum and we went flying. After 1 steep turn and a stall, we were back on the ground again in 30 minutes and I was a proud new PP SEL. I guess he figured that if I survived the approach into Opa-Locka without hitting a 707, that I knew what I was doing.

Fast forward 40 years and things are a bit different. Grandson Tucker has been working on his PP for the past year and has accumulated about 70 hours (seems that no one is recommended after just 40 hours anymore) of extensive training in a C150 and a PA-24-180 Comanche. Last week, after 4 cancellations, Tucker was finally scheduled for his checkride with a DPE, Designated Pilot Examiner. DPE's are independent designated flight examiners approved by the FAA. These guys get anywhere from \$500 -\$1000 for an exam paid for by the student pilot.

After Tucker waited over a month for checkride day, the examiner finally sits down and looks at his logbook and finds several 'major' errors made by his flight instructor which cancelled out the checkride. The 'major' errors were: The instructor endorsement for his checkride was written on the wrong page. And, one of his cross country flights was signed off the day before the flight. (Apparently, they have to be signed off the same day). His instructors quickly fixed the logbook entries, but to no avail, the checkride was still cancelled.

So after 5 cancellations for various reasons we are keeping our fingers crossed that his checkride will actually happen next week. Nowadays, it seems that a perfect logbook is more important than good training. On the bright side, young Tucker is learning patience and perseverance, but given the drastic drop in the U.S. pilot population, I wonder how many others have given up their training due to similar issues.

2015 MEMBERSHIP

Membership for 2015 is now open. Dues for the year will remain at **\$15 per person**. If you are a renewing member, you will need to verify that your current information is the same as last year or up-date your information, and pay the dues. Only new members need to fill out an Application form. Please see Dennis or Jean Wolcott at our Jan. 31 meeting or send a check to Dennis Wolcott, 6299 SW 52 Ln. Jasper 32052.

The following people joined toward the end of 2014 and will not have to pay again for 2015 -

Paul Matthew
John DeCrescenzo
Paul Krawchuck
David Starling
Frank "Red" Schulte
Ted and Georgie McMullen

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November Meeting

Seven names have been added to our Memorial stone.



Morris Brown is a dashing pilot and he flies all the time.



The Stearman is such a beautiful plane. Several members own one.



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Places to Go – January

EAA 797 Meeting

Saturday January 31st at EAA Chapter Building Suwannee County Airport at approx. 10:30 AM. Brunch at 10:00 AM. Members are asked to bring a dish to share.

EAA 797 Morning Fly-In

Saturday, January 31st
Free coffee and doughnuts

8:00 – 10:00 AM

Fly – Outs

Check out for other events

www.fsaaca.org
www.funplacestofly.com

NOVEMBER MEETING

- 17 members, 3 guests attended
- No Treasurer's Report
- Seven names have been added to our Memorial Stone
- Five members marched in the Live Oak Veteran's Day Parade and carried a banner with the name of our chapter on it.
- Our Christmas Party will be the evening of December 20. Theme will be WW II/Hawaii. Costumes are optional. Pot Luck food, chapter will provide meats.
- Program was The Schneider Cup Races, talk and slide show by Graham White.

RENEWING ADVERTISER

Sending many thanks to Doug Libby for renewing his ad in this newsletter. Please see the ad directly below this box.

Doug lives in one of Suwannee County's many airparks and is a very active working pilot.

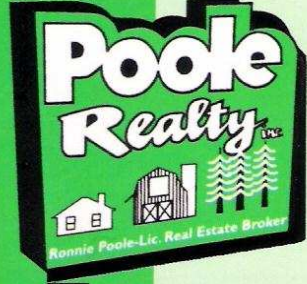
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Christmas Party

Our hangar was transformed into a WW II tropical paradise, complete with stage and a Tiki bar. After the arrival of “military personnel”, representing several branches, Hawaiian natives and two Rosie the Riveters, we all enjoyed a pot luck dinner, with lots of delicious food. After the meal, we were entertained by an “Andrews Sisters” group and that was followed by the gift exchange in which a beautiful inlaid bowl passed through many hands before it found its final recipient.

Many thanks to Jean C. and Jean W. who arranged and managed the food, Allen Rice, Dennis Wolcott, Gerry and Harry Chancey and Jim Culp for decorating the hangar and building the stage and Tiki bar, Tucker Rice for being the bartender, and Bobbi Rice for being the greeter and giver of leis.

Sorry if you missed it, it was great fun.

A transformed hangar



2 Rosie the Riveters (Barbara Brown and Connie Chancey)



Allen and Bobbi Rice



Dennis and Jean Wolcott





Our "military personnel" in all their glory.

Don and Dee Riley



Morris and Barbara Brown



Gerry and Connie Chancey

